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THE JOURNAL OF THE
SCOTT OWNERS' CLUB



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EDITORIAL

It has come by the editorial ear, from two separate sources, that Hepworth & Grandage (Hepolite) in their wisdom, have destroyed all Scott pistons and patterns stating there seemed to be no need. I wouldn't have thought, if this is true, that it was asking too much for Hepolite to have contacted *some* motorcycling body or magazine, even if they didn't know of the existence of our small club. Still, the prime purpose of business is to make money, and issues such as this that seem massive to us, must seem very small to the directors of firms such as H. & G., but why, Oh! why do we always seem to hear of situations similar to these *after* the all too vital act has happened.

On another slant I hear that, as well as being Scott club registrar, John (Power Game) Underhill carries out the same service for the Vintage Motorcycle Club, eggs and baskets I suppose.

Sitting here on this just pre-Christmas evening reflecting and doing my usual round of cabbages and kings, I got to thinking of things that weren't with us any more. Things such as those scruffy well used motorcycles which used to decorate our side roads, quite often with a layer of oil and grime which made identification most difficult. But with the judicious use of a cuff this was soon rectified and with me anyway it was usually New Imperial or O.K. Supreme emblem for some reason that hove into view. The owners I imagine regarded them more as cheap utilitarian transport rather than speculative antique purchases, or rally and carnival toys as is more often the case nowadays, and for me an original unrestored machine has far, far more attraction than a better than new restoration.

A few years ago there were many parts of North London in which one could find an elderly machine propping up the kerb, but nowadays they are so rare that they attract hooligans who seem to regard anything old and unusual as basic material for some juvenile game to brighten up their dull existence which is over endowed with leisure time.

These halcyon days will never return, I'm glad I was around to observe and appreciate them.

Whilst on the subject of change I remember once having a vague wondering in the back of my mind as to what it would be like to have ones Mother for Transport Minister, the mother who when you were sixteen years old stated that you couldn't have a dangerous motorcycle, and probably cried a little when she was overruled by Dad, the Mother who you always thought had an unreasonable pre-occupation (almost a downright fanaticism) with your safety and its accompanying restrictions. It made me shudder then, for although she thought she knew what was best, her words and arguments merely confirmed her lack of knowledge of things that she was arguing against making it almost impossible to put up a logical argument for them. I suppose it was Mothers instinct that made her grasp at any fact or even fiction to support her illogical fight. But then I don't have to wonder anymore.

NICK.

THE HUMPHREY SYMONS COUPE.

I notice that in December *Motor Sport* mention was made, in an article on economy cars by William Boddy, of a single seater coupe designed by the late Humphrey Symons, and powered by "a water cooled Scott engine." This certainly is a new one on me, and I should be glad if any member can enlighten me with the details of the vehicle.

THE CLUB TIE.

Stocks of the above item are exhausted already, temporarily we hope, depending on a decision at the next committee meeting.

CLANG

Well I've done it, what I'd feared of doing all along. Yes I've printed material in "Yowl" which has been previously used, by George Stevens in this case.

George has pointed out (in ever such a friendly way) to me that in his Editorial of September 1961 there is a passage covering the criticism of Jim Sheldon's book *The Vintage Motorcycle*, by Frank Bussey, which I also printed last month in almost identical form. So sorry George, smacky handy, I wont do it again.

F.M.P. AND ALL THAT

by Geoff Mayes

My Scotting began in 1940. I had nursed a yen for a yowler since I started motorcycling around 1936, my machines being mostly old flat tankers bought for a pound a time. Good fun, but I could never raise the wind for what, at the time, was an unattainable dream. R.A.F. sparkers were always hard up!

Four years later, however, after a spell with the "Dunkirk Harriers" I was stationed in High Wycombe, and one afternoon found me calling for my meagre petrol ration at the garage of an old time trials rider which lay just off the main street. As I was about to leave, I caught sight of a dust-covered machine leaning against a wall inside. It proved to be a 1929 Scott TT Replica with an original Feridax dualseat, six-inch speedo etc. A crafty wiper revealed gleaming enamel beneath the dust, and upon enquiry I discovered that the machine had been left for a dynamo repair on the outbreak of war, the owner had been called up and that there was a bill for four pounds repair and storage charges. The machine had been on HP from Laytons of Oxford who agreed to take seven pounds for it. Imagine my surprise when their Sales Manager gave me back four pounds to pay the outstanding charges which I had expected to pay! This was my introduction to Scotting and I covered many happy miles on this machine before laying it up for the duration—another four and a half years overseas, dreaming.

On the road again in 1946 but disaster occurred—it's probably happened to all Scott owners at some time or other. Unnoticed, that little gremlin who lurks behind all Scott flywheels popped a stray washer down the gulper and it promptly wedged itself between piston and bore. Finances were needed for house purchase so the bike had to go as it stood. An ex-POW of the Japanese bought it but I cannot remember the number so it's no good wondering if he is in the S.O.C.

A succession of vintage machines followed but the old hankering asserted itself in 1949 and a visit to Kitsons made me the owner of a 1930 596 Flyer solo GF 3164. Worn Webbs were replaced and with sidecar gearing this was a delightfully flexible and powerful solo which I kept for a couple of years. Petrol consumption was always 60 m.p.g. I remember meeting by chance our recent contributor Mr. W. C. Fox near Mill Hill Golf Course one Sunday afternoon when I had this machine and spent a pleasant hour talking you know what! I frightened myself on this bike once when the throttle jammed wide open going downhill past the "Spaniards"

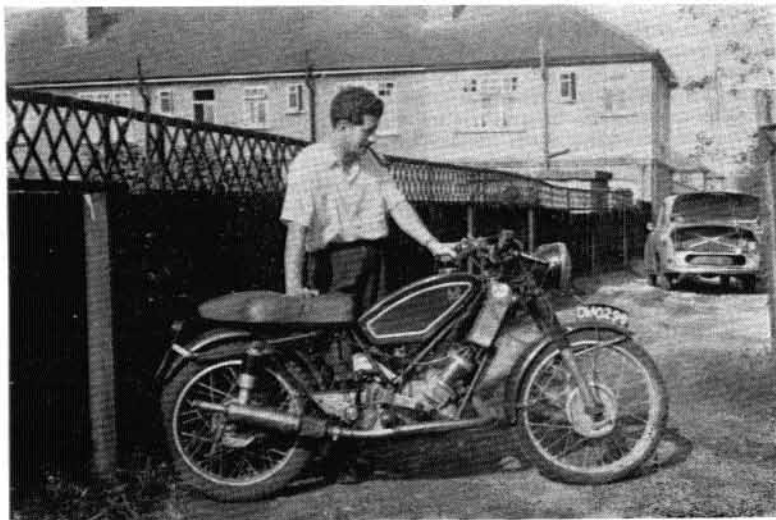
Many more bikes and cars followed, then in 1961 I bought a vintage Scott with all mod cons. It was a 1929 Flyer 498 (registered 1948, DMO 298) which had been built by, I believe, Maurice Benn, who has recently joined the S.O.C, I think. It had AMC front and rear suspension, pancake dynamo etc., and about eleven inches ground clearance. It was known locally as the Skyscraper! One could certainly admire the countryside over the hedges and it handled well—I only fell off it once! Perhaps M.B. could tell us if the motor had been altered as it seemed able to cope with the average 650 up to about 50 m.p.h. My worst ever ride was on this machine, the return journey from the 1963 Scott Rally. Mag. trouble due to the heavy rain, 100 miles home on one pot in torrential rain in

the dark. I guess we were all water-cooled all day anyway, weren't we? I rebuilt DMO 298 to vintage specification, used it in a couple of trials (!!) then sold it. It has since been rebuilt again as a 625 (?) racer and is now owned by Mr. Louis Holland.

A post-war 596 was owned for a time but hardly used, somehow it seemed too heavy and cumbersome after the older models so that went and I now have a 1936 498 flyer CXU 700.

I shall probably be drummed out for saying that I use an S8 Sunbeam for travelling to London Town daily but it's lovely—no chains, little maintenance, 100 per cent spares service from Stewart Engineering at Putney and it leaves me time to tinker with my Scott and my Veteran and Vintage bikes.

Finally, I am hoping to visit Mr. Swabey of Mercury fame and will endeavour to get him to contribute to *Yowl*.



The south-west London Skyline—and writer of "F.M.P. and all that."

ADJUSTING THE MCR. 2. VOLTAGE REGULATOR

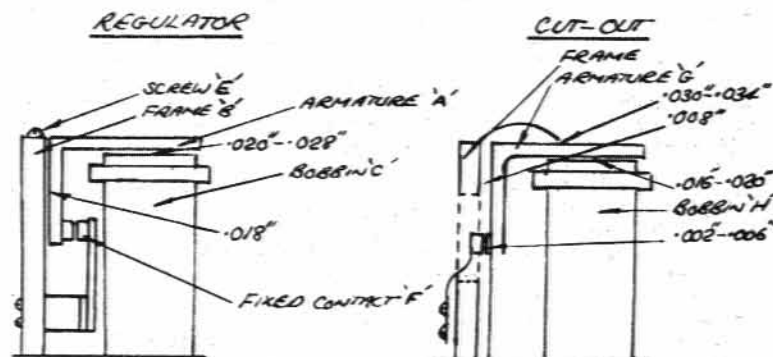
by J. Holmes

The MCR.2. is easily adjusted using a 4BA spanner, small screwdriver, and voltmeter reading 0 to 12 volts. On removing the regulator cover, two wound bobbins will be seen. The bobbin having normally closed contacts is the regulator, and the bobbin having normally open contacts the cut-out.

To adjust the regulator insert a piece of paper between the cut-out contacts, and connect the voltmeter between terminal D on the regulator and earth on the bike frame. Run the engine at approx. 1,500 r.p.m. when the meter should read between 7.8 volts and 8.2 volts. If the reading is not between these limits slacken the lock nut at the rear of the regulator bobbin and turn the adjusting screw slightly, Clockwise to raise the voltage, counter clockwise to lower voltage. Then retighten the lock nut and re-check. When this setting is correct the cut-out can be adjusted as follows.

Leaving the paper between the cut-out contacts and the voltmeter connected as before, check that the cut-out contacts close when the engine speed is raised and the voltmeter reads between 6.3 volts and 6.7 volts. If not slacken the lock nut at the rear of the cut-out bobbin and adjust as before. Relock the lock nut and re-check. Next remove the paper separating the cut-out contacts and connect the voltmeter between terminal A on the regulator and earth. When the engine speed is raised the meter should read as the cut-out contacts close and the reading should rise to the regulator setting i.e. 7.8 volts-8.2 volts. The adjustment is now complete.

THE MCR 2 VOLTAGE REGULATOR



Regulator contacts occasionally need cleaning and adjusting, and it is useful to know how to do so.

To clean the regulator contacts, remove the two armature fixing screws (E), and lift the armature (A), from the regulator frame (B). Remove the upper of the two screws holding the fixed contact (F) to the regulator frame and swing the contact outward. The two contacts can now be cleaned by means of a fine carborundum stone or fine emery cloth. After cleaning, replace the upper fixed contact screw and tighten securely. Refit the armature and replace the two fixing screws loosely. To adjust the contacts, insert a .018" feeler gauge between the back of the armature and the regulator frame. Press the armature back against the feeler gauge and down on to the top of the bobbin (C) and tighten the two fixing screws. Next, check the gap between the armature and the bobbin. If a small rivet is fitted to the underside of the armature, the gap should be .010"—.018". Finally remove the feeler gauge and press the armature down, when the contacts gap should be .006"—.017". The electrical setting should now be re-checked.

The cut out contacts may be cleaned 'in situ' by a strip of fine glass paper. If the contacts have to be removed, the air gap settings are as shown. The contact-gap of .002"—.006", is obtained, with a .030" feeler gauge placed between the armature (G) and the top of the bobbin (H). If a brass shim is fitted to the underside of the armature, the air gap should be reduced to .011"—.015". As with the regulator, the electrical setting should be re-checked if the mechanical settings are altered.

WILD GOOSE CHASE, No. 1

Part of my annual holiday is usually spent just ambling around the countryside, setting off with no particular destination in mind and finding a centre to explore from. The object of all this is the great game of "finding a Veteran". We cruise along quiet lanes with the flat-four bumbling away in the rear (surprising how many of us cheerfully put up with water-cooling on our bikes, but have an air-cooled fourwheeler), and my very tolerant wife scanning the hedgerows for any signs of a cow-horn handlebar or other antique bits built into farm fences.

In 1964, we were doing this very thing in Monmouthshire and were staying at the Wayside Cafe in Llandogo, a wonderful spot in the Wye Valley. The owner of Wayside, Ken Reynolds, runs a petrol station also and in the evenings we usually got around to nattering about motor cycles, especially Scotts and Vintage and Veteran machines. One night, over a pint in the "Sloop", he said to me, "You know, an elderly gentleman used to come in regularly for petrol until recently, always on a very old Scott, could have been about a 1912 model, I think, but I haven't seen him recently—he lived up in the Hudnalls across the river." I could scarcely contain my excitement at the thought that I might be on the trail of a genuine veteran Scott, but had to suffer twenty four hours of frustration before Ken could remember the gentleman's name—Mr. Giles.

At the first opportunity, we were off, up the Monmouth road, over the river and up to St. Briavels, then along the narrow road to the wooded slopes of the Hudnalls. Ken had said that it was the last house on this road and I thought that I had found it. When I knocked at a cottage and a dear old chap aged about a hundred answered, but said "No, Mr. Giles lives further on down in the woods." I abandoned wife and car and carried on, on foot and eventually came to the last building, a bungalow, seemingly deserted although the front door was open. At the side was a small conservatory containing a small motor cycle amongst the plant pots, a James two-stroke. I went back to the front door and rang the bell which was answered by a pleasant lady, the housekeeper, who fetched the elusive Mr. Giles.

My Scott O.C. membership card served as an introduction to a fine upright man of eighty four years of age who made me welcome and chatted enthusiastically about Scotts and reminisced about his early motor cycling days in South Africa in 1910. He told me that he had owned his Scott for many years, travelling to Cheltenham and back twice weekly. Intriguingly, he confided that it had always been a little bit difficult to start and had been raced on a track at Southampton before he acquired it. He had, however, sold the machine to someone at Lydney by the name of Mann. This was a clue, at least, and at that time, the penny didn't drop.

I took my leave and drove in a "furious manner" over to Lydney, a few miles away, by now having the fever of the chase in a big way. In Lydney, I challenged the first person I saw, "Do you know anyone by the name of Mann please?" "Charlie Mann you mean, straight down the bottom of that lane opposite" the woman replied. Sure enough, I found him, and the penny then dropped, it was our very own Vice-Chairman at that time! The Scott was there too, a Circa 1924 model, reputedly ex-Langman with pistons that nearly clouted the heads, no wonder it had been difficult to start! It was not for sale.

So, the search for a veteran goes on, but in the meantime, occasionally, and especially around Christmas time, I sip a brandy as I browse through my old motor cycle books and my thoughts turn to a kindly old gentleman, ex-Scott rider, and silently wish him many more years of happy retirement. G. M.

WOBURN RALLY—MAY -2th.

This year a shield is to be offered to the best static display. We shall have our "Big Top" again, at this most pleasant venue, so make a point of descending in your Scott owning hordes. A selection of nicely polished Scott parts would be appreciated for the display table please.

SALAMANDER MOTOR CYCLES LIMITED

229 BRADFORD ROAD . STANNINGLEY . PUDSEY . YORKS

We have now closed down the Geoff Milnes business at Dewsbury Road in Leeds and we are operating a postal service from the above address.

Our stocks are gradually building up and we can supply most engine spares.

We have a good stock of main and big end rollers, roller plates, and crank bolts. New and reconditioned connecting rods and a large stock of pistons are due anytime now.

We can supply most gaskets—a complete set for the DMS and DPY engine is £1 post free. We have a large stock of transfers.

Kickstart spares are coming into stock.

Write and tell us what you want and we'll do our best.

We shall be running our own Scotts in vintage events again this year so we hope to meet many people who are only names at present.

Best wishes,

Ken Waite, Noel Whittall and John Fenton

REMINISCENT RUMBLINGS.

My first introduction to Scotts was in 1938 or 39. I was quite young then, but this Scott, ELC 623, really made an impression on my youthful mind. It was nearly new and belonged to my cousin who endeared himself to me by actually taking me for a ride on it. I remember saying that when (not if) I owned a bike it would have to be 'one like that'. I wasn't to know of course that in about 15 years time I would in fact own that very machine.

In fact, my first brush with Scotts came as partner, and co-fiddler/financier, with my brother, (who was and still is a Scott fan). It was in the early fifties that he approached me for a sub, to 'buy an old Scott'. I have a feeling that it was not entirely with parental approval, but I was a willing conspirator and the result was a journey to a rather sad looking house in Romford, where was produced from a shed what was to me at that time a rather peculiar looking machine. The log book details announced YO 841 as being a 1926 Flyer I think, actually it was rather a nice looking two-speeder with narrow tank petrol and oil, fore and aft. The vendor informed us that 'it wont go as the piston rings are broken'. So a friend was enlisted and with the aid of his van a neat delivery job was done. I think the bill was about £8 (high finance then).

I should record that at this point, neither of us had had anything more complicated than a second hand push bike, but undaunted we stripped the motor down and discovered from the "Book of the Scott" that the pistons had been put into the bores the wrong way round and ham-fistedly at that. Net result, no rings and no go. At this time spares were a bit easier to come by, and investigation showed that the bores were only .020" oversize. Happy days.

The two speeder provided endless fun and supplied much education whilst trying to get the gear to work properly, in fact Les became quite expert at dismantling and rebuilding the two speed gear. Considerable midnight oil was burned over one period when the flywheel key sheared and the motor would only run on one cylinder until we discovered what had happened.

A query arose regarding the frame number, (which it didn't have incidentally), causing comment from a visiting taxation official "Are you sure that this is the frame and not the frame from another make of bike?" If you don't think this is funny, you try and fit a two speeder engine into another make of frame.

This two speeder incidentally was a petrol conversion and as far as I can remember never gave any trouble. There must be moral somewhere. The legendary road holding of the two speeder was brought home to me in no uncertain terms one wintery night when we were journeying forth in a snow storm, all in all a lousy night but no problems and a steady journey at about 35/40ish. It was only when we stopped and dismounted that it hit us—the road that is—the surface was so icy that you couldn't walk across it, it didn't bother the two speeder though, she never put a 'foot' wrong.

It was soon after this that I managed to get ELC 623. It had been completely rebuilt to 1949 spec. except for the ignition and rear wheel, and had less than 200 miles on the clock. The only snag was a stripped plug thread in the head; which was soon cured by fitting plugs of the 18mm. variety.

For all the newness and tightness this three speeder really went, but then so did the two speeder although they were very different, one with flexible, docile, power the other a little harsh and very much get up and go.

I can call to mind several incidents, amusing and otherwise with these two machines, for example, the very first 'trip' I made on ELC was to the Crystal Palace, with another 'Scotter' on the pillion, how that lad (and bike) must have suffered. I was not familiar with the three speeder then and consequently didn't get out of second gear for the entire outward journey, you can probably imagine what the petrol consumption was like. I must say my passenger contained himself very well until half way home when he tapped my shoulder and said, "For Pete's sake

put this B. . . . thing in top gear, I can't hear myself think", or words to that effect. It certainly was an improvement.

One highlight of two speeding occurred when I broke the low gear chain, (I had just changed up), the chain was 'rescued' for me by an elegant city gent with bowler and rolled umbrella who, as I motored back to collect it, offered it to me saying "There you are lad, you wont get far without this", of course I agreed with him, stuffed the chain in the tool box and rode away. I don't think I'll ever forget his expression.

Soon after this, the two speeder went to make way for a '35ish three speeder, ordinary but with a nice 500 engine, and that in turn went for a '48 three speeder, with a large gap type gear box. A nice bike, but very hard work to ride. I still kept ELC 623, now with a chair, which took us to the Scott rally at Stratford-on-Avon. On the way home, about half way up the hill out of Banbury, the gear box gave a bang and the kickstart clouted the back of my leg. We struggled up to the top of the hill and stopped close to a pub, where we proceeded to have a 'look-see', you'r right, the pub was shut, but the gear box had to be opened. All the books' instructions flashed through my head. ". . . place a receptical under the gear box to catch the oil etc." We searched around and found a paper cup in the ditch, an ideal receptical. This was placed under the gear box and the nuts and bolts were removed . . . drip . . . drip . . . **finish** . . . obvious answer to the gear box seizure. But about an hour and a couple of pints later (yes they were open by now), we were back on the road.

There's a lot to be said for Scott and its mysteries. I covered many, many miles on this Scott and it certainly endeared itself to me in more ways than one. One odd habit it had was that if the petrol was low in the tank, a couple of apologetic 'coughs' would be forthcoming every time we passed a petrol station, until I re-fuelled. Very useful that.

Another thing I suffered from consistently, and never got to the bottom of, was plug whiskers, (what about it you boffins). The only thing this taught me was how to change plugs quickly and without burning my fingers too badly.

Eventually, family commitments caused me to sell the Scott outfit and resort to four wheels. Thus I was without a Scott for quite a period, but luck was on my side and I have now got a '31 Flyer and most of a '28 Tourer, both of which are being re-built.

The '31 is a single downtube model with three speeds and Scott girders, but try as I may, I can't get much information on this model except that perhaps it is a sports model. So if anybody has any useful gen on this type of Scott to impart, I am thirsty for it, and any photos etc. will be returned.

However, as with all re-builds, it's a long, laborious process, although not without interest and no doubt, time will tell, when all the bits are gathered and assembled, I shall be sampling the 'joys' of plug changing . . . Sorry Scotting again.

ERNIE SCOTT.

HARRY BEAL REMINDS—

—all members that enquiries should be sent to the correct committee man for the job, i.e. technical queries to the Technical correspondent, spares queries to the Spares registrar etc., and please don't forget the S.A.E. if you want a reply.

THE FLYING SQUIRREL REAR PIVOTED FORK. 1956-67.

As most readers will recollect the rear suspension employed on the Birmingham built Scotts is of the pivoted fork variety, a vogue colloquially known today as the swinging arm.

The Scott design is a cleverly contrived unit possessing considerable torsional rigidity when compared with other makes; a point often overlooked by would be critics. (I shall not enter into the pros and cons of Mr. Vincents proposals as propounded in *Motorcycle Sport*). The Scott pivoted fork assembly is both simple

in concept and simple to adjust, and any limited lateral play which develops in the swinging arm may be taken up without dismantling the unit. The above is not intended to infer that the bearing life is short; quite the reverse, but like most things Scott it does not suffer fools gladly, and consequently to ensure a long life the bearings should be frequently and copiously lubricated through the grease nipple provided.

Having waffled my way through the introduction, let me next deal with a detailed description, referring throughout to the drawing on the centre pages.

The swinging arm (1) pivots about a tubular steel shaft (2), which is rigidly clamped between the frame cradles (3), by the chromed screwed castellated rings (4a) and (4b). Two plain bronze bushes (5) are pressed into the extremities of the swinging arm cross member (1) and line reamed, rotational movement taking place between these bushes and the hardened surface of the fixed shaft (2), when the suspension is operating. The swinging arm (1) is stabilised laterally by two thrust washers with knurled circumferences (6) situated at the extremities of the swinging arm cross tube (1a) and the attachment bosses (7) on the frame gusset plates (8), through which the fixed shaft (2) passes. These thrust washers (6) are not constrained axially by the fixed cross shaft (2), thus they perform a similar function to the knurled washers fitted to Webb girder forks.

Having now described the suspension side of the pivoted fork assembly, our thoughts must next concern the rear brake linkage. The conventional Scott transmission layout requires that the gearbox and rear wheel sprockets be on the nearside of the machine, and consequently it is convenient for the brake plate assembly to be on the offside. Since convention deems that the brake pedal (9) be also on the nearside, it follows that some form of cross over mechanism is likely to be employed in the rear brake linkage.

Referring once again to the drawing, it may be noted that the problem has been neatly solved by passing the brake cross over shaft (10) through the hollow fixed shaft (2), so that it is concentric with the centre of rotation of the swinging arm (1) and projects out of the fixed shaft (2) at either side. The brake pedal (9) and forward brake lever (11), are attached respectively to the left and right hand projections of the cross over shafts (10), these being machined square to provide the necessary positive circumferential location. The complete brake cross over assembly is retained axially by the two $\frac{3}{4}$ B.S.F. nuts (18), no adjustment for end float being provided as the clearances are predetermined by the makers tolerances.

To complete the brake linkage, a short Bowden cable (17) is mounted on the offside pillion foot rest hanger (20), (23), (24) and (25) also refer, and is connected to the forward brake lever (11) via the clevis pin assembly (14), (15), (16) and the yoke (30) swaged onto the inner cable. The other end of this inner cable terminates with a length of $\frac{1}{4}$ B.S.F. screwed rod passing through the rear brake lever assembly at the rear wheel, in order to provide a means for rear brake adjustment. A brake pedal return spring is interposed between the forward brake lever (11) and the footrest hanger (20), the latter also providing a mounting place for the stop lamp switch (not shown) connected via another spring clamped to the swaged portion of the yoke (30).

Lubrication

As mentioned earlier in this article, lubrication is the key to long bearing life and consequently, road holding. Referring once more to the drawing, the path of the lubricant is as follows. Grease injected through the nipple (26) passes along the annular space between the swinging arm cross tube (1a) and the fixed cross shaft (2) to the bronze bearings (5) at each end. Once this annular space is full, some grease is forced between the bronze bearings (5) and the cross shaft (2) to escape past the thrust washers (6), whilst the remainder flows through a radial hole (27) drilled in the cross shaft (2), and along the brake cross over shaft (10) to finally escape by the brake pedal (9) and lever (11).

Lubricant such as Duckhams HBB or Castrolase Heavy etc., should be injected into the pivoted fork until the excess grease is observed to exude from the ends of the cross over shaft (10) adjacent to the pedal (9) or lever (11). (Four shots of the gun are usually sufficient). Occasionally grease will not escape as described above, but will issue forth past the thrust washers (6), when this occurs, be wary of a worn shaft or bearing, since the clearances between the fixed shaft (2) and the bearing (5) should present a greater resistance to the flow of grease than that offered by the cross over shaft (10) and the inner surface of the fixed shaft (2) notwithstanding a blockage of the lubrication hole (27).

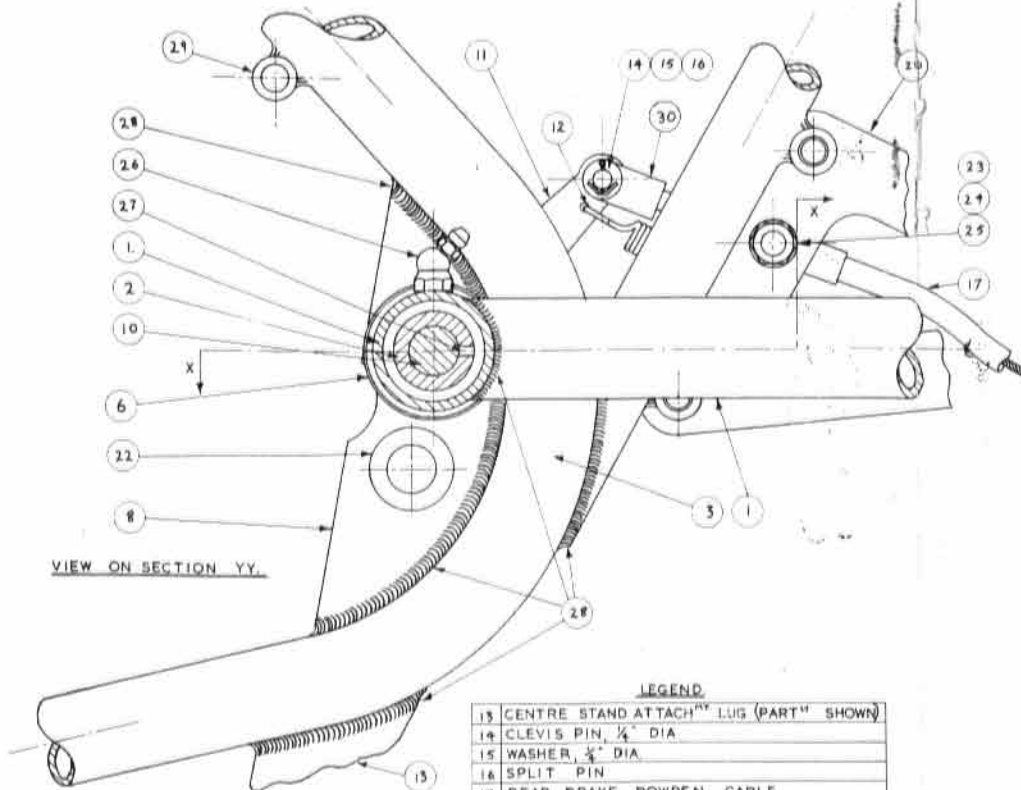
Sequence of Dismantling

Select a firm piece of level ground and place the machine on the centre stand so that the rear wheel will spin free. Grasp the rear tyre or the swinging arm tube near the wheel spindle and test for lateral play by alternately pushing and pulling sideways. If play exists when holding the tyre, but ceases when the same loading procedure is applied to the swinging arm, then you need new wheel bearings, not swinging arm bushes! If slight lateral play in the pivoted fork assembly is apparent, check for end float in the swinging arm by grasping the knurling on each thrust washer (6) in turn, and attempt to rotate. If correctly adjusted, it will be possible to just turn one or both thrust washers. If either thrust washer turns easily, take up the end float as follows.

Slacken and remove the nut (18) and washer (19) on the nearside cross over shaft (10). Withdraw the rear brake pedal (9) from the square end of the cross over shaft (10) rocking the pedal (9) if necessary. Slacken and remove the nearside outer castellated screwed ring (4b), using an appropriate "C" spanner (rather than the usual hammer and screwdriver). Tighten the inner nearside castellated screwed ring (4b) by rotating in a clockwise direction until the conditions of correct end float are obtained, as previously mentioned. Before replacing the outer screwed ring (4b) and the brake pedal (9), recheck for swinging arm play. If none is apparent, replace the aforementioned components, recheck for play, grease the pivoted fork, and have a cup of tea.

It also follows that if both thrust washers (6) are immovable, the inner castellated ring (4b) should be slackened to obtain the required end float, care being exercised to avoid moving the inner ring (4b), when locking up the outer one. Always check for correct end float at this stage.

To dismantle the pivoted fork assembly, first select a plot of ground as before and place the machine on the centre stand. Slacken off and remove the rear brake adjuster (at the rear wheel) : the chain ; brake anchor bolt on the swinging arm ; loosen the wheel spindle nuts and remove the rear wheel. Using fingers, disconnect the brake pedal return spring (12), and slacken both $\frac{3}{8}$ B.S.F. nut (18) on the cross over shaft ends (10), using the appropriate spanner. Unscrew and remove the nearside nut (18), and with the aid of a soft drift or hide mallet, tap the cross over shaft (10) through the fixed shaft (2), until the forward brake lever (11) is released from the square end of (10). If required, the clevis pin assembly (14), (15), (16) may also be removed now. Grasp the brake pedal (9) and pull, withdrawing the cross over shaft (10) from the fixed shaft (2). When convenient, remove the pedal (9) from the shaft (10) on the bench. Slacken and remove both nearside castellated rings (4b) and similarly remove the offside rings (4a). Loosen and remove both bolts attaching the suspension units to the ends of swinging arm tubes. Select a heavy hammer and soft drift, and proceed to drive the fixed cross shafts (2) through the fork attachment bosses (7), striking the offside end of the shaft, so releasing the swinging arm (1), and the two thrust washers (6), together with the chainguard which is still mounted on the swinging arm by the formers forward attachment bolt.



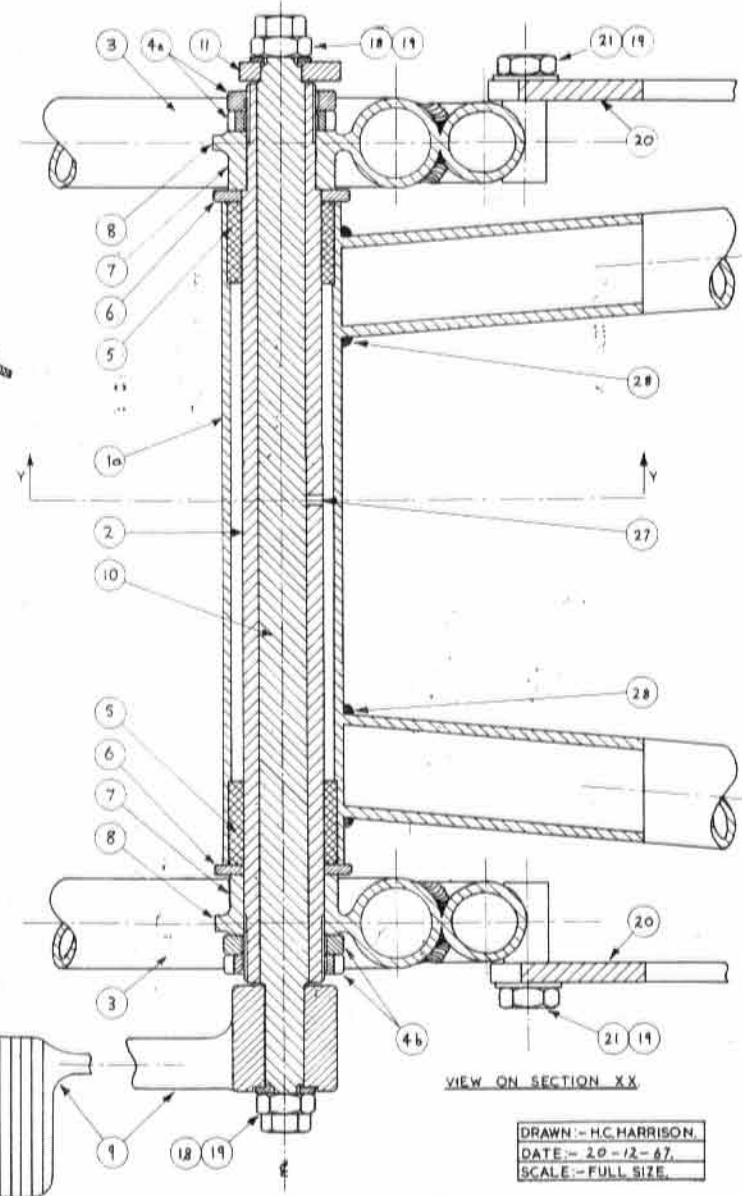
VIEW ON SECTION YY.

LEGEND

13	CENTRE STAND ATTACH TM LUG (PART TM SHOWN)
14	CLEVIS PIN, 1/4" DIA
15	WASHER, 3/8" DIA.
16	SPLIT PIN
17	REAR BRAKE BOWDEN CABLE
18	3/8" BSF STEPPED NUT, (TO FIT 3/8"-3/4" SPANNER)
19	WASHER, 3/4" DIA.
20	PILLION FOOTREST HANGER.
21	3/4" BSF BOLT.
22	G/BOX UNDERTRAY ATTACH TM BOSS.
23	FORWARD BOWDEN CABLE FIXTURE.
24	3/4" BSF STIFFNUT.
25	WASHER, 3/8" DIA.
26	GREASE NIPPLE
27	LUBRICATION HOLE. (1/8" DIA.)
28	WELD.
29	SUBFRAME MOUNTING LUG.
30	CABLE YOKE.

LEGEND

1	SWINGING ARM (PIVOTED FORK)
2	FIXED STEEL CROSS SHAFT.
3	FRAME CRADLE.
4a	CASTELLATED SCREWED RING 20TPI. X 3/4" ID.
4b	" " " " " X 1" ID.
5	BRONZE BUSH (NOMINAL ID. 1")
6	KNURLED THRUST WASHER
7	PIVOTED FORK ATTACHMENT BOSS.
8	FRAME GUSSET PLATE (1/4" THICK)
9	REAR BRAKE PEDAL
10	REAR BRAKE CROSS OVER SHAFT (3/8" DIA)
11	" " LEVER, FORWARD.
12	" " PEDAL RETURN SPRING.



VIEW ON SECTION XX

DRAWN - H.C. HARRISON.
DATE - 20-12-67.
SCALE - FULL SIZE.

SCOTT FLYER PIVOTED FORK: 1956-1967

Examine the components for wear, replacing if necessary, if the thrust washers (6) are badly worn and replacement are not available, turn the originals diametrically through 180 degrees and replace. This is unlikely to be successful if severe wear has taken place.

To assemble is the reverse of the above, but once the cross over shaft (2), has been driven home, the offside inner castelled ring (4a), should be **fully** screwed up and locked with the outer ring (4a), before adjusting for end float using the **nearside** castelled ring (4b) **only**.

Finally, it would perhaps be advisable to mention some of the possible trials and tribulations likely to be experienced by the unsuspecting mechanic.

Firstly it should be remembered that the fixed shaft (2), is a slight interference fit in the bosses (7), and may prove obstinate to remove in some cases. The cure is effected by the use of a heavy hammer and soft drift, having first removed the cross over shaft (10), and castelled rings (4a) and (4b).

Secondly; if it is necessary to replace the bronze bushes, it should be noted that these are line reamed as an assembly, and consequently, it is usual for the work's to undertake this work, or supply an exchange swinging arm (1). The cost of the above is not as high as might be imagined, so ask your Scott agent for details (Sic—Ed)

Thirdly; some of the early cross shafts (2), were not case hardened (probably by accident), and as such will not last 10,000 miles even when properly lubricated. A properly case hardened ground shaft effects a complete cure, and will last many thousands of miles.

In this article I have tried to cover all aspects relevant to the Scott pivoted fork; but inevitably some individual will be able to criticise or add to the above. If that person is your dear reader, please sharpen your quill and send your jottings to the editor, as *Youl* consumes scribes at such an alarming rate more fuel is needed for the literal furnaces.

HUGH HARRISON.

RIDE ON CASTORS.

—being the next in a series of reviews on books with appeal for the Scott owner—by Oliver Rackham.

A History of the World's Motorcycles, by Richard Hough and L. J. K. Setright. George Allen & Unwin. 45s.

It says a lot for motorcycles that they don't react well to being written about in a superficial modern way. This book takes us for a smooth ride on castors over two wheel history. Yet all the way it has a four wheel feel about it, and there is even castor action for self-centering, so we are allowed but few anecdotes to distract us from the path of progress.

The plot is simple. Butler and Daimler produced the first practical petrol cycles in the 1880's, and ever since design improvements have lagged 20 years behind what the authors would have done if they had been in the mood. At least this is the impression given by the semi-sarcastic style fashionably adopted. Also there is a flatness which gives our 80 year ride a monotonous exhaust note.

Yet another affectation is that mechanical features are referred to in a jokey way, and at intervals we have to face parts which are bent, perched on top or bob up and down.

Happily the illustrations belie the sad story told in what Norfolk people call "the reading." There are some really superb pictures and, more unusual these days, many of the old ones are new. There are some beautiful and mighty machines, and it is almost impossible to single out any from such a feast. All the same I must mention to single out any from such a feast. All the same I must mention

the excellent view of a Zenith Gradua which is surely identical to one my father once owned. For sheer ferocity there is the water cooled V4 blown Ajay racer for 1939. I would give really quite a lot to be allowed to get astride it, and try getting round Silverstone (full circuit on a weekday and with no-one watching).

Reproductions of contemporary advertisements add great fun, but there are some rather peculiar tarty modern colour photos of bikes which have been wheeled out of the Montague Museum for the purpose. The Harley and Wooler are obviously used to it, but the Beeza Sloper looks very surprised, and hasn't had time to put on its battery or oil its chain to hide the rust.

The magic name comes through with flying colours and gets at least a fair share of mentions. Just emphasis is given to the impact of the early T.T. successes. The book does not really go into enough detail to be tripped up on technical and historical facts as is the current craze, although there is an odd piece about the alleged case of stripping a Scott engine by the roadside. No doubt it has been done, but I have found a calm approach in the workshop more conducive to success.

The Scott pictures are all acknowledged to the Montague Museum. There are two T.T. photographs, one 1922 pre-race sea front picture of Jimmy Simpson on the machine Harry Langman actually rode, and the other of Langman in the wet 1928 Senior with the power turned on and smoking well. Both these have a familiar look but are in fact slightly different from our S.O.C. "standards." There is also a picture—new to me—of Langman well cranked over in Chris Williams style in the first Ulster (1922).

The other photograph is of what I take to be a very early post-war 2-speeder of the first "sports" type. The registration number is WS 368 and it carries a competition number 20. Having gone through all the usual sources it still remains something of a mystery to me.

The book has an index, but does not quote references. If you are one of those people who buys any book on bikes you will certainly enjoy the illustrations in this one.

THE SUSSEX SECTION EXTANT.

In fact its more than extant now, meetings being held on the fourth Tuesday of each month at the Bear Inn, Horsham, Sussex, around 8 p.m. Accommodation is shared with the V.M.C.C. so Scott owners will be able to learn what makes the other half tick. Don't forget that this is the club chairmans neck of the woods, so if you are out to impress one of "those who matter," I suggest you attend.

CAN WE HELP YOU?—EVIDENTLY NOT.

Further to their gem reported last month, the same motor cycling magazine has come up with another pearl of wisdom which I'm sure will be savoured by all Scott riders. An innocent, if inane, potential Scott owner, (heaven forbid), wrote in to this magazine's equivalent of a typical *Auntie Maisies Agony Column* saying that he had become very interested in Scott Squirrels, and asked if the magazine would send him as much information as possible with regard to top speeds, fuel consumption etc. He also wanted to know if **this vehicle** (cheek), was ever accommodated in a swinging arm frame, if so in which year.

The reply was rather enlightening in that the top speed quoted was 90 m.p.h., nor was there any increase in the fuel consumption quoted last month; quite the reverse in fact, for it was now 55 m.p.g., as opposed to last month's 35—acceleration being 'truly terrific'. Alfred Scott it seems, did not like spring frames, and as his machine had a triangulated steel tube frame, it could not be fitted with swinging arm suspension. (See, all you blokes who've done it.)

The magazine's experience of Scotts **proved** that 'the road holding and steering control was ahead of any modern motor cycle and that riders' comfort was superb'.

EC 9242.

The 'Scott hunting' began in the autumn of 1965, when a friend of ours, a Bostonian living at that time in Cheshire, was visiting Boston for the weekend. Over a glass of beer on the Saturday evening he mentioned that he knew where there was a Scott motor cycle for sale. This particular bike was a complete 1949 model, partially dismantled, and offered at a very reasonable price. My brother Mick showed immediate interest, which led to the purchasing of the bike.

It was collected and transported to Boston on a produce lorry returning from Manchester market looking in a very sorry state on its arrival, but a closer examination revealed that it was very good mechanically and had only done a small mileage. My brother set about restoring this Scott in a very businesslike manner, and eventually completed his work in the spring of 1966.

Fired by the results obtained in the restoration of this bike, my friend from Cheshire and myself were enthusiastically searching for two further Scotts for ourselves. In May 1966, another 1949 Scott was discovered, this one being complete and in running order. With this particular model were some spares and we agreed that he should have the 1949 bike, and that I would have the spares which turned out to be the remains of EC 9242.

These spares consisted of a complete but dismantled engine no. FY 3130A, one magneto seized solid, a gear box, a clutch complete with undertray, one magneto platform one Binks carburettor, a very attractive alloy exhaust manifold, an alloy magneto shield plus a re-issue log book which showed the bike was first registered in April 1930. These items were found lying in the hedgerow somewhere in Cheshire, and had been there for ten to fifteen years. When they were lifted out, they had deteriorated to such an extent that they literally collapsed in a heap. There had been a complete bike once, but the above items were the only ones which could be salvaged and these were duly brought to Boston. (I'll bet the log book was soggy—Ed.)

My first reaction to seeing these 'remains' was to take them to the nearest scrap-iron merchant and deposit them there, but after a few days I decided to keep them, and then the 'Scott hunt' began in earnest. This was somewhat influenced by an advertisement by Val Ward in the S.O.C. magazine, of a frame for sale. A fast gallop over to Nottingham in August on Austin Munk's Honda, kindly loaned for a few weeks during the summer 'to give the bike some exercise' resulted in the purchase of the frame.

By now we were regular readers of the Exchange & Mart which appears to have more advertisements for Scott parts for sale or wanted than any of the recognised motor cycle periodicals. We duly found a pair of wheels, forks and another engine which turned out to be in very good condition, through this medium. The engine no. FY 1931A was older than the original one, but in much better condition both internally and externally, except a big end bearing had gone. This engine was taken to Mr. Tom Ward at Derby, who very kindly re-conditioned it as necessary. With the return of the engine the bike was beginning to take shape.

A visit to the Vintage Race meeting at Cadwell Park in May, 1967, brought about another contact with a Scott owner, this was the Reverend Bob Torrens, who owned a number of Scott spares surplus to his requirements. These included a hand change, a rear stand and several other useful items. We agreed to 'do a swop' with parts for these items.

The one outstanding lack at this stage was a saddle, which turned out to be one of the most difficult purchases to make as most motor cycle dealers, as other members may have found, have masses of dual seats, but have long since discarded their stocks of the older type of seats. We eventually obtained the saddle, complete with a new cover, during a weeks holiday in Bournemouth.

The Scott was completed by September, 1967, that is except for lights which still have to be obtained.

Although this machine is not truly original, maybe we have at least given a new lease of life to EC 9242. The photograph shows the motor cycle exhibited on the Boston and District Motor Cycle and Light Car Club's stand at the Boston Traders' Fair which was attended by 34,000 people.

ALAN F. BELTON.



At the Boston show.

39 St. Andrews Road
Hatfield,
Salisbury,
Rhodesia.

14 Oct., 1967.

ON SCOTTS' IN AFRICA, (RHODESIA).

In September our main Vintage Event was the Social Rally from Salisbury to Beira in Portuguese East Africa. Dick Thompson and I joined in the fun, Dick with his '28 Flyer and myself on the Old Faithful '28 Super Squirrel and Chair.

The run to the coast was taken in two easy stages. After an official "send off" by the Mayor of Salisbury, we travelled at our own speed to Umtali, the Border Post, for the first night stop. (a 180 miles run)

Up early the following morning we received V.I.P. treatment at the Border, where a reception committee awaited us. The Chief of Traffic Police for P.E.A. had driven up from the coast to wish us good journey, bottles of wine were thrust into our willing hands and glasses of iced beer appeared from a mobile bar by courtesy of the Beira Brewery. We all left in very good spirits bound for our first halt at Vila Pery, 60 miles on. On arrival the 20 odd competitors were marshalled into some kind of order for a triumphal circuit of the town followed by a tour of the Agricultural Show and an early Buffet Lunch, cold chicken, sucking pig, venison, etc. etc., washed down with unlimited quantities of excellent wine. By now we were all in EXCELLENT spirits and well fortified for the descent through the mountains to the Coastal Flats. The mobile bar followed along, and woe betide anyone who stopped for any reason, as the Brewery Representative did not understand the

words "No Thanks" in English!

About twenty miles short of Beira the cavalcade was halted, to ensure that the Bar Stocks had been demolished, and the final run in was completed with a Police Escort clearing the way through the evening rush hour traffic. Most of Beira turned out to greet us, the streets being lined with waving and cheering people for at least five miles. A final halt at the Headquarters of our hosts, the Clube 100 a Hora, where snacks, tea and "other beverages" were waiting, then off to our hotels near the beach after 175 STRENUOUS miles.

To enable us to obtain maximum benefit from our visit to the coast, the following week was arranged so that we had each day free to enjoy the sun, sea, and magnificent "sea food", (Prawns the size of Crayfish, Crayfish the size of Lobsters), or just to wander around the Chinese Curio Shops. But in the evenings our hosts claimed us for. . .

Monday—A Concours d'Elegance in the Bull Ring, followed by a comic "Bull Fight" featuring Circus Clowns and the girls from the local Folies Bergeres.

Tuesday—The best night Club in town had been booked for the evening and we were treated to an excellent meal in traditional style, with gallons of good wine, followed by dancing and a three hour floor show. The more hardy ones stayed until dawn.

Wednesday—An evening "Rally" through the town followed by a Reception, Buffet Supper and dancing.

Thursday—Reception aboard the Principe Perfeito, a really beautiful passenger ship, and a Buffet Supper equal to the best ANYWHERE in the world, (tables stacked with Lobster, Turkey, Venison, Whole Sucking Pigs, Huge Hams, Stuffed Ducks—YOU name it—WE had it, and the Wine!!!), then dancing until the early hours.

By Friday we were all getting a bit sleepy! In the morning a tour of our friendly Brewery, then an hour or so to sample the Stocks with a few chickens and prawns thrown in for roughage. In the evening our own Reception Party for our Hosts.

On Saturday morning we were all very sleepy when we started the long climb up through the mountains and back to our homes.

What a lovely way to Rally. Roll on next year!

No mention of the Scotts? Both behaved perfectly on the 700 mile journey. (More than can be said of their riders)

The following weekend my daughter and I rode down to Bulawayo (280 miles) to take part in a local rally and to see a very special Scott. Separate description follows. On the way home we used a round-about route to include various beauty spots and places of interest. (350 miles for the day's run, my best yet)

In all, during the two weeks, the Super ran more than 1900 miles without fuss I admit to two oiled plugs when I forgot to turn down the "drips" for town running and had to adjust the rear chain slightly, but apart from that, I can honestly say that with a lot of help from Tom Ward and some good tips from John Goss and Maurice Patey anyone can have a Scott which goes with almost monotonous regularity. As the Super and I get a bit younger every year, we hope to keep Yowling for a long while yet.

Blame any typing errors on the Portuguese Brandy. I still have a little bit left.

Very best wishes to you all,
Most sincerely,
NEIL SMITH.

P.S. Carl Kilner, the chap in Nyasaland (Malawi), who was said to have an early Scott turns out to be an Indian and Francis Barnett owner! However, a 2-speeder has been seen lying in a native village quite nearby and the Scouts are out looking for this. Am still following the trail of the Scott single, but the scent is

very faint.

(Judging from the above, it would appear that our trade sanctions are really having a marked effect on the Rhodesian standard of living at last.—Ed.)

Veteran Scott in Rhodesia.

This 1911 model, Eng. No. 959, is the property of Peter Bartlett of Bulawayo. The frame is specially reinforced for sidecar use by a top tube which screws into the Steering Head lug and is located by the Saddle tube above the Petrol Tank. A tool box is a permanent fixture on this tube and is used to mount the Ignition control and also a quadrant for the lever operating the gear. The long gear lever is reminiscent of the clutch levers used on contemporary Indian machines. It looks as though this may have been a "works" fitting. (Any comments, Mr. Harold Scott?)

Peter is short of the Pedal Starter mechanism if any generous soul has a spare, and would also be most grateful for a pair of the old style Limit Gauge Transfers and a "period" rear lamp too if these are still available anywhere.

THANKS.

Jim Best would like to thank all those people who visited him in Nobles Hospital, Isle of Man, when he was there after his unfortunate prang. Members will be pleased to know that Jim has recovered sufficiently to have purchased a Velocette Venom out and out, which he succeeds in actually starting.

THE BANBURY—JUNE 25th

This year marks the Scott Diamond Jubilee, so wouldn't it be nice if every Veteran and Vintage Scott owner were to make a special effort to take part in this event. The Banbury is one of the finest show stands the club man have, so rally to the limit gauge chaps.

TRAMPS SUPPER AND FANCY DRESS CONTEST

This is on Saturday March 23rd 1968, by invitation, at the clubhouse of the Leamington Victory Motor Cycle and Light Car Club, Mallory Road, Bishops Tachbrook, Nr. Leamington (Warwick by-pass, Banbury Road, A.41. First turning left, sign posted Bishops Tachbrook). Master of Ceremonies John Pinkerton, Licensed Bar, Grand Supper, Party Games, Dancing, Spot Prizes, etc. Tickets from above, S.A.E., please 5/6 each.

CAST ALUMINIUM FISHTAILS FOR HOWARTH SILENCERS.

Members are invited to contact Bob Cordon-Champ, who has had the patterns for the above made. Price will depend on demand, and on the demand will rest whether it is economical to manufacture a batch at all, Contact Bob at: 20 Clarendon Place, Pelsall, Walsall, Staffs.

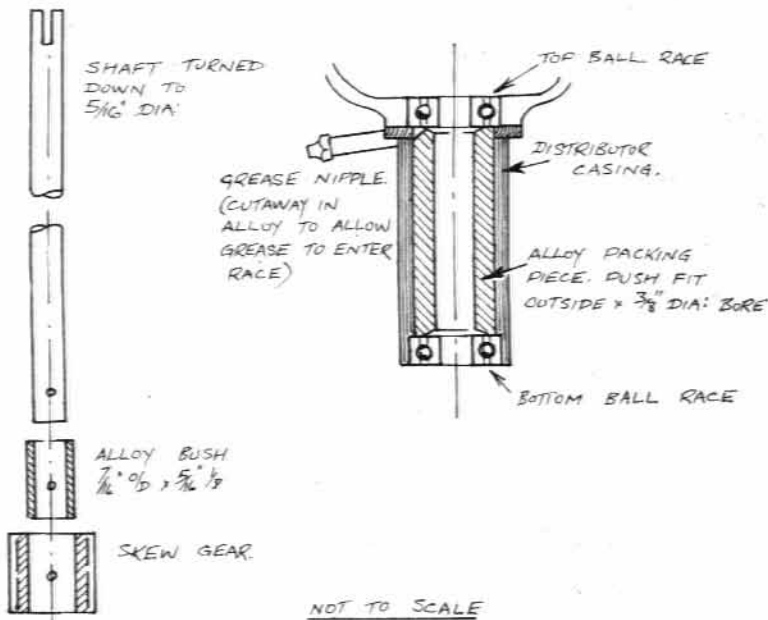
DISTRIBUTOR MODIFICATION

By Modifier

Being troubled with erratic firing all through the rev. band for some time, I discovered when adjusting the points, that the slightest pressure on the rotor increased the specified gap of .010"—.012" to .062". After carrying out the following modification, I find that the firing is now perfectly even, and the exhaust note once again, gives the proverbial 'Yowl'.

On dismantling the distributor, I found the top bearing and shaft badly worn. Apparently, neither had ever been renewed since they were made in 1949, certainly not by me. Although I did give it a few drops of oil from time to time, this I think is inadequate. I could get a new bearing, but could I get a new shaft? After a lot of thought, I decided to fit ball races, which would eliminate the shaft wear, and new ball races could be fitted much easier than a plain porous bronze.

DISTRIBUTOR SHAFT MODIFIED



bearing, once the distributor housing etc. had been modified. The shaft was turned down from 7/16 ins. to 5/16 ins., and the skew gear bushed with aluminium. The distributor housing was recessed top and bottom to accommodate the following ball races:

Fischer Bearing No. R8, o/dia. .866 ins i/dia. .3125 ins., width .275 ins.—2 off.

Between the races, a piece of aluminium tube is fitted to retain H.M.P. grease in the top bearing, while a grease nipple is fitted for renewing grease.

20 Clarendon Place,
Pelsall,
Walsall,
Staffs.

Sir,

I really cannot allow the sentiments expressed by Ginger (Stan Thomas in disguise?), in the October issue to pass as a Midlands Viewpoint.

The Midland section has a **riding** majority who would, I am sure, disagree with the sentiments expressed concerning hoarding, and furthermore, in order to enjoy our hobby need the parts secreted away by some so-called clubmen. The greatest damage could be done to the club through the ministrations of collectors who would eventually turn an organisation of our type into an assembly of immaculately dressed theoreticians, forever pontificating on what they could do if only they could get the part or the bike.

I personally know that these people exist and are bound to in any specialised

body, but feel that to condone or praise this attitude will be disastrous.

I am no advocate of help being given to those who will not help themselves, but in our case we must co-operate in order to survive.

R. CORDON-CHAMF

Conduit House.

9th November, 1967.

This afternoon, Jim Best Scotted over on his latest device, now hitched to a Steib sidecar. I was greatly impressed by the complete outfit which came so very near to my own sleepless night thoughts on the more modern Scott machine.

I had, in the early nineteen fifties, constructed in my mind, a lighter and more cobby Scott in which the traditional parts such as motor, gear box, radiator etc., would be grafted into the small featherbed type frames constructed by Douglas Beasley for his two-fifty Velocettes, which were incidentally, very beautiful, and fast racing machines. Looking back on many years of Scott ownership, I have loved the marque with almost a passion usually associated with that of man for woman, but oh, those weighty cycle parts—the cross over rear brake operating assembly for example, the blacksmithing in heavy metal.

I am sure that words are not enough to express our gratitude to Mathew Holder for giving a renaissance to the Scott following the fall of Shipley, however, my constructive criticism on those Birmingham Scotts is that they are too heavy and cumbersome—the thought of a large capacity and lively twostroke twin dragging along parts of such large proportion.

When Jim Best arrived for a pot of tea for two, (how I enjoyed using those last six words), I immediately 'fell' for that neat little 'Dragonfly Scott'—frame wise the machine was obviously smaller and I am sure lighter than any Birmingham Scott frame—the bicycle looked right and I am sure is right—in fact other than having an engine capacity of half a litre, the Scott was little larger than a sports two-fifty machine. Being invited to take a short trip in the Steib sidecar, I sat sufficiently low to observe the 'works' of the Best Scott in action, other than my rare visits to both the Albert and Festival Halls—here was sheer joy at having one's right ear so near to the 'music' of those hissing chains.

Perhaps 'Dragonfly Scotts' are not everyone's glass of wine—but I consider that Jim Best has created a machine that has placed the Scott in the right direction.

DENNIS HOWARD.

And now a Post Scripture. Should any enthusiast consider the fitting of a Scott engine, and radiator into a **Beasley** frame—the radiator will probably have to be positioned slightly rearward of the cylinders—this is of no consequence. A Scott so 'set up', I am absolutely sure, would be competitive at circuits of the Crystal Palace, and 'old' Cadwell Park nature.

Mill Way,
Rickmansworth,
Herts.

Dear Ed.,

Although we have seen the engine of the Flying Flea discussed in *Youl*, the aeroplane deserves a further mention. First flown by the inventor, M. Mignet, in 1933, the fuselage was built of plywood into which were built the wheels at the front, and the lower wing towards the rear of the fuselage. The upper wing was fitted towards the front, above the pilot and tilted backwards and forwards for 'longitudinal control'.

The first British model G-ADMH flew at Heston in 1935, and even some of the 'Scott' engine variants actually flew. One fitted with an engine other than the Scott crossed the Channel.

Although some of the modified Fleas were successful, the standard model was realised to be thoroughly dangerous, a 'nose down' attitude sometimes causing the aircraft to make an irrevocable and painful dive into the ground. Around 118

machines were built but the survivors can be counted on the fingers of one hand. Apart from the Scott, engines of the following makes were also fitted: A.B.C. Anzani, Austin Seven, Douglas, Ford and Poinard.

A further aeroplane powered by the Scott engine was the Wren Goldcrest from Carlisle, built in 1946 and scrapped in '47. Span: 23ft., length: 16ft. 8in., maximum speed of 98 m.p.h. and cruising speed of 75 m.p.h.

JOHN HAWKINS.

I think the following letter from our far flung member Mr. Lloyd, is truly representative of the feeling of Scott owners and riders the world over.

P.O. Box 5622,
Johannesburg,
Transvaal,
South Africa.

Dear Mr. Sloan,

I was very sorry to read, in the October issue of *Towl* of the death of Mr. Geoff Milnes, late of Scott Sales & Service, Leeds.

I met Mr. Milnes and his partner Mr. Harry Langman at their shop in Dewsbury Rd., Leeds, while I was touring Britain in 1965 on my Scott, which I purchased when I was over there.

I had corresponded with Mr. Milnes, before going over, in connection with the purchase of a new Scott, but he was unable to assist me, as the works couldn't supply him with sufficient parts for the assembly of a complete machine, and the parts he had were already spoken for by the previous customers.

I was fortunate enough to find a good machine at Comerfords of Thames Ditton. I called in at Scott Sales & Service to collect sufficient spares to see me through any normal eventuality and found both gentlemen very pleasant and co-operative. Mr. Langman was, unfortunately suffering from a bout of asthma at the time, so I saw very little of him, but Mr. Milnes went out of his way to assist me with advice and gave me the use of his workshop to carry out several adjustments to the bike. He was too busy to do the work himself as he was handicapped by Mr. Langman's illness and had to do everything single handed.

I was most impressed with his kindness, and carried away pleasant memories of the man. In subsequent dealings in regard to spares, which, as you know, have been in short supply, he has assisted me as far as he was able, a fact which I really appreciated.

May he rest in peace.

Yours faithfully,
J. S. LLOYD.

The Vicarage,
Eaton Socon,
Huntingdon.

Dear Nick,

I'm afraid I am not a very good correspondent, and what makes me worse is that in addition to being a reluctant starter, I frequently don't know how to stop.

The main reason for my writing is not connected with my own machines at all. I read with great interest the article on the Graham Kirk blown Scott, and also the details of the gorgeous device built by Derek Shire. The introduction claims that only four blown Scotts could be traced in history. The Kirk Scott being the only successful one. Quite by chance, I have recently met the ex-owner of a fifth and very successful one. His name is Alec Pine, and he is director of a new firm in Bedford, called E.S.N.A. They do a very nifty line in self-locking nuts and bolts. Mr. Pine had a 1939 Scott Clubman which in 1948/9 he used on the road with a Marshall supercharger.

I think he said it used to blow at 7 p.s.i., which is pretty remarkable considering that the only available fuel was 'Pool', at about 78 octane. The bike broke

standard cranks regularly, but this was because he used the blower to explore an otherwise impossible rev. range. When he had some special cranks made he experienced no further trouble.

When he married, in about 1950 I think, Mr. Pine gave up motor cycling. He is now resuming interest because his teenage son is bitten with it, and is getting quite keen himself. It was almost impossible to get away once he got warmed up, in fact, the conversation was in best Scott tradition. I mentioned that I was hoping to write to you, and he approved, but said that at the moment, he had no time to write an article, should it be requested.

When he has got the firm established in its new premises, I feel that he will be a most enthusiastic boffin. Incidentally, I am giving him some big end retaining bolts to convert to self-locking. If these are successful, it might become a desirable mod. for all Scotts, since I know of several that have come undone with dire results.

All the best,

Yours ever,

BOB TORRENS.

EXCHANGE—Vintage (possibly Veteran) Bowden twin air slide/mag adjuster (fits $\frac{7}{8}$ ins. bars) original nickle plated brass, as new, for saddle for '30 Flyer. Another twin adjuster similar to above, as new, for twistgrips (long type for 1 ins. bars). Also for sale, similar adjuster BCM/Bowden for $1\frac{3}{8}$ ins. bar, as new 7/6. Chris Tunstill, 25 Angel Hill, Sutton, Surrey.

FOR SALE—Two vintage Duplex frames, one 1930 short, the other 1926 long. Both unbent the latter being virtually unused since complete truing up by Percival Bros. & Webb. Also vintage Flyer petrol/oil tank. Frames £1 each, the tank going with whichever frame it fits. J. W. Morley, 54 South St., Bridport Dorset.

WANTED—Good 498cc blindhead longstroke block, LFZ or RZ. not more than .040 ins. or .050 ins. oversize. Ken Lack, 5 Norton Lees Square, Sheffield S8, 8SP Yorks.

FOR SALE—Scott transfers, varnish fixing 2/6 each (four or more 2/- each) Best quality engine packings 6/6 per set. Water dome rubber insertion rings 3/- per pair. Big end roller plates available. For all other enquiries, S.A.E. please. Ken Lack, 5 Norton Lees Square, Sheffield S8, 8SP Yorks.

WANTED—For 1927 two-speeder long steering head frame, carburettor, twin drip feeds, left and right hand two-speed gear covers, and gas head lamp. Short head frame for sale or exchange for any of the above. C. Thomas, 101 Charlton Rd., Kenton, Harrow, Middx.

FOR SALE—Foot change gearbox, pair of Dowty forks (slightly twisted, but repairable) and a 498cc detachable head block and pistons, offers—G. Clifford, 11 Dunster Drive, Kingsbury N.W.9.

WANTED—for the completion of the restoration of my 1930 Flyer; complete lighting set excepting dynamo. A. F. Belton, 78, Tower Road, Boston, Lincs.

FOR SALE—Scott Dragonfly special, Scott engine and gearbox, Douglas Dragonfly frame, Matchless forks and wheels, 1966 registration (See Dennis Howards article this issue), £60. Also DPY crankcase with blind head replica block (596cc) complete with all internals, £10. J. Best, 17 Stirling Road, Twickenham, Middx.

FOR SALE—1927 straight backed c/case, excellent condition, including mains, £5. apply Ed.

NEW MEMBERS

	<i>No.</i>
G. CHANDLER, 15 Park Lane, Knaresborough, YORKS.	317
J. H. FENTON, Cottingley Hall, Bingley, YORKS.	318
R. S. STEAVENSON, Felix Lodge, Middleton St. George, Darlington, Co. DURHAM.	314
K. J. RICHARDS, 14 School Avenue, Thorpe St. Andrew, Norwich, NORFOLK.	315
A. P. SIGAL, R.D.2. Easton, Pa., U.S.A.	316
K. D. FLAVELL, 13 Dunottar Avenue, Eaglescliffe, Co. DURHAM.	319
T. A. FLAVELL, 17 Jesmonde Avenue, Linthorpe, Middlesborough, YORKS.	320
P. ROWBOTTOM, 29 Legion Street, South Milford, Leeds, YORKS.	321
R. H. PRATLEY, 62 Flamsteed Road, Strelley, NOTTINGHAM.	325
C. T. JORDAN, Torview, Roborough, Winkleigh, DEVON.	326
M. G. BUCKNALL, 26 Burnt Ash Lane, Bromley, KENT.	327
A. M. LUCAS, Park Lodge, Park Drive, The Park, NOTTINGHAM	329

REJOINED

K. R. PRATLEY, 62 Flamsteed Road, Strelley, NOTTINGHAM.	324
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CHANGED ADDRESS

J. W. GRITTON, 2 Hampton Court, High Chase Rise, Little Haywood, Rugeley, STAFFS.	253
C. A. ROBERTS, 15 Nansen Street, Scarborough, YORKS.	52
G. A. FOGG, Treforfydd Cottage, Garth, Trevor, Llangollen, N. WALES.	18
D. E. PARRY, 11 Emanuel Road, Acton, LONDON W3.	38

RESIGNED

C. A. MISSEN, 34 Castleton Road, Wigston Fields, LEICESTER.	97
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FOR SALE—Scott Cyc-Auto £4, Log book and some spares, needs new tyres. Buyer collects. Rawlins, Farley Hill, Swallowfield, Nr. Reading, Berks.

FOR SALE—Three speed flywheel £1. L.E. radiator, no cap £1-10-0, mod. Scott centre stand £1, 498 1/s head gasket and 2 comp. plates 10s. 0d., 5 plain crankcase doors 5s. 0d each, 2 half gone 21 ins. and 20 ins. tyres, £1 lot, saddle base, springs 10s. 0d. 2 Webb fork main springs 10s. 0d. pair, 2,4 point mag. plat-forms 5s. 0d. each, collectors (weekends) preferred—Val Ward, 23 Lower Rd., Beeston, Nottingham.

FOR SALE—Pair Scott leg guards, front shield fittings. Two almost new 3.50 x 19 Dunlop heavy duty sidecar type tyres, or exchange for solo type in similar condition. Dualseat to fit Flyer, perfect condition, or exchange saddle to fit 1936 Flyer in similar condition. R. H. Webb, 22 Southbank Rd., Kenilworth, Warwickshire.

WANTED—For 1936 Flying Squirrel. Perfect radiator; exhaust pipe and silencer, good chrome or fit for re-plating; good magdyno; undented and perfect tank; 19 tooth final drive sprocket and outrigger bearing; battery carrier; n/s cover plate k/s crank; clutch worm and lever. R. H. Webb, 22 Southbank Rd., Kenilworth, Warwickshire.

URGENTLY WANTED—A good 18t drive sprocket. A radiator for '56 Squirrel, appearance not essential but sound and free from leaks—not plugged with putty and Radweld. Must be at a students price. N. Trahearn, The Wrekin, The Chase, Kings Road, Southminster, Essex.